

**Saint Paul Planning Commission
City Hall Conference Center
15 Kellogg Boulevard West**

Minutes June 24, 2016

A meeting of the Planning Commission of the City of Saint Paul was held Friday, June 24, 2016, at 8:30 a.m. in the Conference Center of City Hall.

Commissioners Present: Mmes. DeJoy, McMahon, Merrigan, Reveal, Shively, Thao, Wencl; and Messrs. Edgerton, Gelgelu, Lindeke, Makarios, Nelson, Oliver, and Wickiser.

Commissioners Absent: Mmes. *Underwood, *Wang, and Messrs. *Ochs, and *Ward.

*Excused

Also Present: Donna Drummond, Planning Director; Bill Dermody, Anton Jerve, Josh Williams, Kady Dadlez, Andrew Hestness, and Sonja Butler, Department of Planning and Economic Development staff.

I. Approval of minutes May 27, 2016.

MOTION: *Commissioner Reveal moved approval of the minutes of May 27, 2016. Commissioner Thao seconded the motion. The motion carried unanimously on a voice vote.*

II. Chair's Announcements

Chair Wencl had no announcements.

III. Planning Director's Announcements

Donna Drummond announced that the City's comments on the DNR's Mississippi River Critical Area Rulemaking process were on last Wednesday's City Council agenda. Staff has been working with the four councilmembers whose wards touch the river, trying to craft some comments that all can agree on. It was laid over again until the Council's next meeting on Wednesday, July 6th so that people in the community have a chance to look at the draft comments and provide feedback. The Accessory Dwelling Units zoning amendments had a public hearing which was laid over for consideration of some possible suggested language tweaks from the Dept. of Safety and Inspections. She also noted that the Planning Commission's retreat would immediately follow the completion of today's meeting in Room 41.

IV. Zoning Committee

SITE PLAN REVIEW – List of current applications. *(Larry Zangs, 651/266-9082)*

Two items came before the Site Plan Review Committee on Tuesday, June 21, 2016:

- MN Fleet Maintenance Vehicle Staging Area – Repaving staging area, one new doorway, regarding walk at 691 North Robert Street. #16-045671
- Internal discussion re: Site Plan Review process improvements (background materials to follow)

One item to come before the Site Plan Review Committee on Tuesday, June 28, 2016:

- City staff discussion regarding Site Plan Review process improvements (background materials to follow)

NEW BUSINESS

#16-042-322 The Raymond Apartments – Conditional use permit to allow a portion of a new multifamily building to be 58’ – 5 1/8” in height. 2323 Charles Avenue NE corner of Carleton Street and Charles Avenue. (Anton Jerve, 651/266-6567)

MOTION: *Commissioner Nelson moved the Zoning Committee’s recommendation to approve the conditional use permit subject to an additional condition. The motion carried unanimously on a voice vote.*

#16-041-863 Hmong Village – Rezone from R2 one-family residential to IT Transitional Industrial to expand parking lot into Johnson Parkway right-of-way. 1001 Johnson Parkway, area bounded by Phalen Blvd., Magnolia Avenue, Johnson Parkway, and Ames Avenue. (Bill Dermody, 651/266-6617)

MOTION: *Commissioner Nelson moved the Zoning Committee’s recommendation to approve the rezoning. The motion carried unanimously on a voice vote.*

Commissioner Nelson announced the items on the agenda at the next Zoning Committee meeting on Thursday, June 30, 2016.

V. Neighborhood Planning Committee

Union Park (District 13) Community Plan – Release plan for public review and set a public hearing for August 5, 2016. (Kady Dadlez, 651/266-6619)

Kady Dadlez, PED staff gave an overview of the District 13 Union Park Community Plan which is the first district plan for District 13. District 13 used to be three separate district councils that merged in 2007 (the Lexington Hamline Community Council, Merrick Park Community Council and Snelling Hamline Community Council). This is the first time they are pulling together a plan for the entire district council. The process for developing their plan was that their staff and interns conducted community engagement which involved some door knocking campaigns, tabling events at community events and an online survey. They submitted a draft to the City in December 2015 and that was routed around City staff for review and comment. The District Council made their changes and then submitted the plan in January 2016 for review and adoption. It was at the Heritage Preservation Commission’s (HPC) meeting last night and they adopted a resolution. The plan will go to the Transportation Committee on Monday, June 27th.

The key goal of the plan is to try to balance and preserve desirable assets and the neighborhood character while evolving to meet present and future needs. The main land use goal is to balance land development with the preservation of peaceful walkable urban neighborhoods. In terms of transportation, the main goal is to promote a multi-modal transportation strategy to balance the needs of all modes of transportation within and through the district. And it supports zoning and land use strategies that emphasize high density development along major transit corridors. For Parks and Recreation there is a large area lacking in green space between Snelling and Lexington and the goal there is to identify and develop parkland.

For housing the goal is to maintain the districts unique character by promoting intelligent development, encouraging upkeep, preserving character, and adopting a collaborative approach to addressing student housing needs. For natural resource and environment the goal is raise awareness of natural systems in the landscape, protect resources; reduce waste, and further sustainability of solid waste and energy systems. In terms of historic preservation, the goal to use historic preservation to further economic development and sustainability.

Commissioner Lindeke said regarding the detail in the transportation chapter, there is a detail which says: support the bike plan implementation including on north/south routes through the district and where the Saratoga Street segment should continue beyond Selby Avenue to points northbound. What is the goal with that? Where Ayd Mill Road comes into the neighborhood?

Ms. Dadlez replied that this will be discussed on Monday, June 27th at the Transportation Committee meeting.

Commissioner McMahon added that the discussion at the Neighborhood Planning Committee was around LU1.4 and the reason for discussing that was there had been some contention between district councils and about that particular stretch of Selby from Ayd Mill Road to Lexington. The parties agreed upon some compromise language that everybody was comfortable with. The district councils will initiate a community process later to determine if any changes are needed.

MOTION: *Commissioner McMahon moved on behalf of the Neighborhood Planning Committee to release the draft for public review and set a public hearing on August 5, 2016. The motion carried unanimously on a voice vote.*

North End (District 6) Community Plan – Approve resolution recommending approval and forward to the Mayor and City Council for final adoption. (Jamie Radel, 651/266-6614)

MOTION: *Commissioner Shively moved on behalf of the Neighborhood Planning Committee to approve the resolution recommending that the City Council adopt the summary of the District 6 Community Plan. The motion carried unanimously on a voice vote.*

Commissioner Oliver announced that the next Neighborhood Planning Committee meeting on Wednesday, June 29, 2016 is canceled.

VI. Transportation Committee

Commissioner Lindeke announced that at their last meeting they talked about bike lane implementation on Cayuga and Hamline, the Snelling Midway AUAR which will be heard here today and they also heard from Paul Kurtz with Public Works about the Regional Solicitation, where the City gets into the queue with the regional government to apply for funding for bridges, walk/bike projects and parks items it's a long list of projects. Commissioner Lindeke announced the items on the agenda at the next Transportation Committee meeting on Monday, June 27th.

VII. Comprehensive Planning Committee

Snelling-Midway AUAR (Environmental Review) – Informational presentation on key findings from the draft AUAR. (*Josh Williams, 651/266-6659*)

Commissioner Merrigan reported that at their last meeting they were joined by Donna Drummond, Planning Director, Kady Dadlez, Planning staff, and Larry Zangs, Department of Safety and Inspections. They went over the staff reports for both the Snelling-Midway master plan and the stadium. They asked questions, made comments, and it was a very productive meeting. There were also four members from the community in attendance.

Josh Williams, PED staff, gave a power point presentation which can be seen on the web page at: <http://www.stpaul.gov/planningcommission>.

Mr. Williams talked about the environmental review process for the proposed stadium and master plan for redevelopment of the Snelling-Midway site.

Chair Wencil asked for clarification about the modal split and what was included in “non-auto or LRT/BRT”.

Mr. Williams clarified that it includes everyone who arrives by a mode other than LRT/BRT or a private vehicle: Biking, walking or regular route transit service.

Commissioner DeJoy asked if written agreements for the off-site parking locations will be required, which is required in the city if you have shared parking.

Mr. Williams said due to the location near University Avenue, there is no off-street parking requirement in the zoning code. Also, the AUAR does not assume that that parking is available other than parking that is on site or at the Spruce Tree ramp. Those parking spaces would be tied to tickets, so you would get parking for example, if you buy 4 tickets. The intent is that those are premium spaces and if people really want to drive right to the site, we want to make sure there is high occupancy in those vehicles.

Commissioner Nelson said Mr. Williams talked about minor changes with some traffic lights and things like that, those minor changes presuppose the fact that about 80% of people will be arriving not driving a car, is that correct?

Mr. Williams replied no, because those changes are associated with redevelopment of the site, and for the development of the site, it is assumed the reverse—80% of people arriving by car.

Commissioner Nelson asked if it's based on the full build out of the site, not just the stadium. Correct said Mr. Williams.

Commissioner Nelson said also that he read somewhere that the shuttle service and its location were potentially problematic in the AUAR. He remembers reading that they thought that the shuttle area should have 25,000 square feet, not just 6 or 7 pull offs on the side of St. Anthony along there and under his calculation 25,000 feet would take up about half that southeast parking lot area just to function for those shuttle purposes. It seems like depending on what happens with that shuttle recommendation we could lose half that parking lot on the southeast corner of the site. Are there any thoughts on mitigating the issues with the shuttle and its required pickup drop off staging area? Its access through the site so that it's not actually going through the major heavy pedestrian area while people are trying to get shuttle away from the site and trying to replace those parking spaces if it really does take up about half that parking lot on the southeast.

Mr. Williams said the number of 25,000 square feet is for staging the people that are getting on the shuttles and there is actually enough room there to accommodate those people as it is currently set up. The shuttles themselves will be loaded 2 or 3 at a time in those bays along St. Anthony. Once the people get on, and the next set of buses would come from farther east on St. Anthony and the next group of people would get on. The AUAR analyzed the shuttles heading west on St. Anthony toward the intersection on Snelling, which is right by the 94 interchange. And that is really the key intersection in terms of congestion. In development of the Transportation Management Plan for the stadium, other options may be considered, such as reorienting it so that people are getting on at Pascal rather than on St. Anthony or even doing a counter flow (east on St Anthony) because during events we are going to have lots of traffic control officers in place already.

Commissioner Nelson said you would not close the exit ramp to Snelling west bound because they merge together at that point.

Mr. Williams replied the off ramp from west bound 94 to Snelling intersects St Anthony to the west of where the shuttles will load.

Commissioner Nelson said so potentially St. Anthony may be closed during those periods of time.

Mr. Williams said yes, potentially.

Commissioner Nelson said that all existing retail there no longer have any parking requirements based upon the zoning code because they are within the quarter mile of University. He is envisioning that during games all those parking lots are going to start to become pay parking lots. He's not sure what sort of requirements there are with the City for licensing and site plan review for being able to do a commercial parking situation like that or any other businesses back parking area. And it just occurred to him that having that kind of parking lot with a pay situation may actually be encouraged for those parking lots to remain long term as opposed to be developed along the density of the corridor we just created. So what thoughts there might be from a

perspective of the City with regard to trying to figure out ways not to end up having lots of open surface parking lots along the Green Line long term from a planning perspective?

Donna Drummond, Planning Director, said that these businesses want to serve their customers so they are not going to do anything to take away parking that their customers need. This use of parking that's accessory to an existing use is not considered a commercial parking lot under the City's code so there actually is not any kind of licensing requirement for a business or property owner to rent out their spaces. It will be interesting to see how this plays out. In terms of economic incentive, the number of events will be such that it would not pay to keep something surface parking just to get event parking 25 times a year. We have seen problems with surface parking remaining longer term even in areas with high land value where it is used every day for pay parking. So we are hoping what you imagined could be a possibility doesn't happen, but we cannot guarantee that.

Commissioner Nelson said that it is always dangerous to assume that people will act in their own best interest with regards to short term gains. Look at the state fair parking on peoples' lawns. What value is there to that? But people continue doing it for ever and ever and we adjust the zoning code to accommodate it. So there is some real danger there.

Commissioner Lindeke pointed out that there was a good article about the surface parking incentive issue. The article was in MinnPost by Peter Callahan yesterday about the parking tax policy incentive. We had a conversation about this topic at a Planning Commission retreat a couple of years ago, and he thought the audio of that might still be available.

Commissioner Merrigan reminded the Comprehensive Planning Committee that their next meeting will be on Wednesday, July 06, 2016 which is a different date than the normal meeting date.

VIII. Communications Committee

Commissioner Thao had no report.

IX. Task Force/Liaison Reports

Commissioner Makarios reported that the City held a public meeting last night with an update on the Ford site that included representatives from the Pollution Control Agency, Ford Land, and Ford Corporate from Michigan. We are in pretty good shape in terms of environmental contaminants. While there are certainly areas with impacted soil, the ground water, especially the deeper level of ground water is going to be fine. In the areas of impacted soil the vast majority of impacted soil is going to be cleaned to the mixed use standard that we are hoping to develop the site to. The northwestern corner where Ford Parkway meets Mississippi River Boulevard is slightly more impacted, and that area is expected to be cleaned to a commercial level. They are expecting to start moving forward now to put together the zoning and public realm plan sometime after Labor Day. They also have several of the studies that have been ongoing that are either completed or being completed. This includes the jobs strategy report, which identifies some specific sectors that they think will fit well on the site including health, medical research and development, and maybe institutional educational jobs. The trip modeling study is being finalized, and the energy study will be updated this fall.

Ms. Drummond added that Ford announced that they decided to do the cleanup themselves rather than selling it as-is. They project a few years to do the cleanup so they may not be advertising for a master developer until about mid 2017 or later.

X. Old Business

None.

XI. New Business

None.

XII. Adjournment

Meeting adjourned at 9:50 a.m.

Recorded and prepared by
Sonja Butler, Planning Commission Secretary
Planning and Economic Development Department,
City of Saint Paul

Respectfully submitted,



Donna Drummond
Planning Director

Approved August 5, 2016

(Date)



Daniel Ward II
Secretary of the Planning Commission

